

<b>Meeting:</b>	Officer Decision
<b>Meeting date:</b>	N/A
<b>Report of:</b>	Head of Highways Asset Management
<b>Portfolio of:</b>	Director of Place

## Highways Asset Management Annual Maintenance Report 2024/25

1. The Highway Asset Management service is responsible for the ongoing maintenance of key assets such as the cities council owned carriageways, footways, drainage systems, street lighting as well as the city walls.
2. Maintenance can be split into reactive maintenance and proactive maintenance, the proactive approach (capital) focuses on prolonging the life span of the council's assets. Whereas reactive maintenance is designed to respond to an immediate defect and make safe for continued use.
3. This report details recommended proactive and reactive interventions to be made by the Highway Asset Management service in the financial year 2024/25 and as such seeks approval for the annexed programmes.

### Benefits and Challenges

#### Benefits

4. The programme of works contained in the annexes represents a balanced and risk-based programme informed by highway asset data gathered and interpreted in accordance with national highways best practice – Well Managed Highway Infrastructure code of practice produced by the Chartered Institute of Highways & Transportation

#### Challenges

5. Funding – although the programme has developed a risk based approach to highway asset management across the City of York Council area our communities, businesses and visitors scrutinise our actions and demand more investment in highway asset maintenance. We have

identified that there is a £190m backlog in highway asset maintenance needs to bring all assets across the city upto standard. This places significant demands on our highway maintenance teams to deliver works that are effective, efficient on time and to budget.

## Policy Basis for Decision

6. The programme of works detailed in the annexes will contribute directly to the delivery of the commitments in the Council Plan (2023-27) and the Local Plan.
7. The programme of works reflects the four core 'EACH' commitments in the Council Plan 2023-27 – One City For All by:
  - **Equalities and Human Rights** – by utilising highway asset data in a nationally consistent manner our works programme has been developed to reflect best practice amongst highways practitioners and does not have any intentional or unintentional bias built into it's aims and outcomes.
  - **Affordability** – the utilisation of appraisal and assurance approaches outlined in the Well Managed Highway Infrastructure code of practice ensures that the available budget is used in a risk based and effective way.
  - **Climate & Environment** – the Highways maintenance teams utilise new vehicles and plant, including electric vehicles, which are being rolled out across front line services. Our teams recycle aggregates and other materials during repair and renewal works. Streetlighting technologies are being implemented that deliver electricity and carbon savings across the city. Our work is essential to manage the impacts of climate change, including flood and winter weather response.
  - **Health and Wellbeing** – the work of Highways maintenance teams ensure all pedestrians, cyclists and vehicle users can safely travel around the highway network in our city. Active travel networks are essential in providing all users the opportunity to exercise and explore our urban and natural spaces that provide a wide range of health and wellbeing benefits.

## Financial Strategy Implications

8. This report provides a breakdown of the programme of works derived to deliver budgets approved by Council on 23<sup>rd</sup> March 2024. The Highway Asset Management service will be provided in accordance with the prescribed budgets, all schemes have been developed utilising national best practice appraisal and assurance methods and reflect a balanced and risk-based delivery of available funding.

## Recommendation and Reasons

9. It is recommended that the programme of works detailed in the Annexes is approved, all works have been developed utilising nationally compliant best practice informed by highway asset information gather by trained highways officers.

## Background

10. The total budget for 2024/25 was approved by Members on 23rd February 2024 at Council, which reflects the proposals that were reported to Executive on 25th January 2024. Annex 1 provides detail of the budgets approved at Council.

### Network North Resurfacing Fund

11. £360K of additional funding has been allocated for 2024/25 from the redirection of HS2 funding by the government, which was announced in November 2023. The funding will be used to deliver carriageway resurfacing schemes at both Elvington Lane and A1079 Hull Road which will bring significant benefits to the area:
  - The B1228 Elvington Lane is a busy route for commuters and HGV traffic linking many communities and industrial estates with the city of York. It also links York with the outlying popular tourist destinations around Elvington such as the Yorkshire Air Museum and the York Maze including 'Hallowscream'. The B1228 is also a popular route for cyclists. The proposed resurfacing work will help the Highway Authority to keep the road in a safe condition for all different modes of travel. The work will also help to reduce revenue burden due to repeat reactive repairs currently required, which are also a safety risk for the work force carrying out these repairs.
  - The A1079 Hull Road scheme has been developed in consultation with National Highways, who were unable to maintain their traffic signal detectors due to the poor road surface on the approach to the A64 Grimston Bar roundabout. The A1079 is a principal route connecting York to the port of Hull and carrying significant HGV and commuter traffic. The proposed resurfacing work will aid the optimisation of the traffic flows through the signal-controlled roundabout. The work will further help to reduce revenue burden due to the repeat reactive repairs currently required, which are difficult to programme at the National Highways / local authority interface and present a safety risk for the work force carrying out the repairs.

## Road and Footway proactive maintenance

12. In order to produce the programs of carriageway works for each financial year, information is drawn from a number of sources:

- Condition surveys are carried out independently with vehicle mounted Digital cameras. The provider of this service has changed to Vaisala (RoadAI) which brings with it other benefits including survey of signage and lining (which will in turn lead to a proactive lining programme).
- The current survey makes an assessment of defective carriageway and its relative condition grading (Grade 1 good to 5 bad). This data is then filtered from worst to best and using broad repair estimates the first cut of the carriageway programme is established.
- This is then reviewed, and sense checked with the Highway Inspectors before being verified on site with Inspectors and Engineers as appropriate taking into account on-site data and more accurate costing of individual schemes.
- The above outline process is in accordance with National Guidelines from DfT
- Highways Inspectors undertake an annual visual proactive condition survey of all our roads and footways, this in addition to their monthly inspections for reactive maintenance.
- Skid resistance is captured annually using UKPMS (United Kingdom Pavement Management System) which is visual and machine surveys (SCANNER).
- SCRIM – Skid Coefficient Surveying, analysis, and data for forward work's needs.
- National Street Gazetteer- Monthly submission, data reviews, creation and adjustment of new and existing streets data.

Notwithstanding previous levels of investment the current funding levels are not sufficient to keep all our assets in a perfect condition. The estimated backlog of work required to bring all of the carriageway assets to a perfect condition is £190M. Therefore, ensuring we get best value out of the available funding is critically important requiring the service to determine at what point intervention is made.

13. Whilst we recognise that all carriageway and footway assets are important, and we have a statutory duty to ensure that the highway is safe, we also endeavour to make sure our network is resilient and can support economic growth and local communities in York. However, it is

recognised that the budget is limited, and as such during a time of diminishing resources and increasing customer expectations, all available funding requires effective prioritisation. The methodology used to prioritise investment obviously varies between the various asset types but in all cases, the approach to deciding where to spend our money is risk based.

14. Having assessed the investment needs for each asset group, we consider this in the wider context of the whole highways service as we endeavour to undertake the right repairs at the right time in the lifecycle of all our assets.
15. In October 2021, in line with best practice, the Executive approved the adoption of a Highways Management Framework, which included the implementation of a Highway Infrastructure Asset Management Plan (HIAMP) and the Highway Safety Inspection Manual (HSIM) to optimise the allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future users of the transport network.

### **Carriageway Proactive Treatments**

16. To achieve best value, we undertake a range of interventions which include but are not limited to the following: Reconstruction, Resurfacing, Micro Surfacing, Surface Dressing, Footway Reconstruction including modular and asphalt, Footways resurfacing and Slurry Sealing.
17. Reconstruction involves digging down to repair or replace some or all of the foundation layers of the road and then putting a new surface back on top. Limited areas of reconstruction are sometimes used to solve localised problems as part of a resurfacing scheme.
18. Resurfacing usually involves removing and replacing the existing road surface (although it is sometimes possible to lay the new surface on top of the old). Resurfacing differs from a surface treatment by using a thicker layer of material; usually at least 30mm thick and sometimes 100mm or more if several layers of the road are replaced. Resurfacing restores the road surface to a like new condition, removing surface problems and most unevenness.
19. Surface dressing and thin surfacing such as micro asphalts. These all involve laying a thin layer over the top of the existing road to seal the surface and restore grip, extending the life of the road. Due to the deterioration of the entire road network within the City of York, all planned surface dressing or micro asphalt sites will require pre-patching or crack sealing in advance of the dressing or micro asphalt. The extent

of this pre- works can be less for micro asphalt, as micro asphalt can be applied as a thicker coat and can regulate out some more minor irregularities. Micro asphalt is generally more expensive than a standard surface dressing (excludes lock chip), but it is more suited for urban areas. The key is to build a programme large enough to encourage more competitive rates for the micro programme.

20. The majority of our footway surfaces are made of asphalt. The rest of the footway network is surfaced with a range of different materials including paving slabs of various sizes and different styles of block paving. These can be grouped under the general term of 'modular paving'. These modules could be slabs or blocks and might be made of concrete or natural stone. There are a few other materials as well – for instance there are a few footways made of in-situ concrete – but the vast majority of the footway network has either an asphalt surface or a modular surface.
21. Footway surface treatments include slurry seals and micro asphalts. Both involve laying a thin layer over the top of the existing footway to seal the surface and extend its life. They will also rectify surface defects like cracks and potholes, either as part of the treatment process or through pre-patching works done to the more significant defects in advance of the surface treatment. Micro asphalt is a thicker two-coat process and can regulate out some dips in the footway.
22. Resurfacing involves removing the existing footway surface, whether it is asphalt or modular, and replacing it with a new surface. On an asphalt footway, resurfacing usually involves replacing all the asphalt – usually 75mm to 100mm thick.
23. In modular footways, it involves removing the modular paving and either relaying it and replacing broken units or replacing it with a suitable thickness of asphalt.
24. Reconstruction involves digging down to repair or replace the foundation layers of the footway and then putting a new surface back on top. Limited areas of reconstruction are sometimes used to solve localised problems as part of a resurfacing scheme.
25. Further assessments will be undertaken this year to identify the impacts that have arisen from the long spells of flooding and sub-zero temperatures during the winter 2023-24. This could lead to certain sections of the network accelerating up the ranked scheme list, sections may require intermediate or basic maintenance prior to any long-term program intervention. For this work we have a budget allocation of

£1.6M which is for all footways and carriageway reactive repairs, see Annex 7.

26. A programme of work for 2024/25 is proposed in the following annexes:

<b>Annex</b>	<b>Programme</b>
1	Highway and Drainage Budgets (Summary)
2	Carriageways
3	Footways
4	Street Lighting Concrete Column Replacement
5	City Walls Structural Conservation
6	Highway Drainage
7	Reactive Maintenance
8	Review of the 2023/24 Capital Highways Programme

27. A review of the delivery performance for the financial year 23/24 can be viewed at Annex 8.

### **Integrated Transport Contribution**

28. £1.2M is allocated from the Maintenance budget of £7,545k to the Integrated Transport programme. This is managed by the Head of Programmes and ITS and forms part of the Transport Capital programme. This contributes to a number of areas (including road safety, traffic signals) where interventions are prioritised based on risk and where assets are expired or no longer in line with industry standards or government guidance.
29. The integrated transport contribution will be itemised and reported through the Transport Capital Programme.

### **Street Lighting**

30. There are approximately 23,000 streetlights of various heights and construction within City of York Councils boundary of which 21,450 are steel. The remainder are mounted on concrete columns. A substantial percentage of the steel columns are age expired, and all remaining concrete columns are expired.

31. The Council have invested capital funding in the street lighting service to carry out a risk-based street lighting column replacement programme. The service has replaced 4,950 concrete columns over the last seven years. The replacement new steel columns have a 30-year life expectancy, and they are all fitted with energy efficient LED lanterns when replaced. There remain 800 concrete columns to replace on the programme and with the current level of funding this will take approximately a further 2 or 3 years to remove all concrete columns from the inventory.
32. There is a break in this wider concrete column replacement program this year, 2024/25, with only York Road Strensall being targeted for replacement. This stretch of road has become under illuminated for its increased use with varying types of users, high amount of traffic, conflict areas, bus route, school travel route, cyclists and a railway crossing. We are looking to increase the levels of illumination slightly along with uniformity of illumination to satisfy the safety of the constantly increasing number of users on this spine road. This will be very much in the same vein as York Road Haxby on last year's program and will involve the replacement steel columns being 8 m high not 6m: with upgraded LED Lights. Although targeted as concrete column replacements it is an opportunity to upgrade to current lighting standards as detailed.
33. See Annex 4 for this year's concrete column replacement locations namely York Road Strensall.
34. Additional to the concrete column replacements is the management of steel column failures. Street lighting columns all have manufacturer's recommended serviceable life in years. There remain a number of the Council's steel street lighting assets which are past this service date and therefore are being managed on an annual program of structural testing. Over the last five years the service has replaced 1,240 steel columns due to structural failure identified at test stage. This year's program will replace an additional 350 columns of varying heights in multiple ward areas due to the results of last year's testing.
35. The Steel Column structural failure replacements are being replaced under a program of works, in some difficult locations. This program is based on a reactive testing regime from annual testing reports issued by our structural testing company.
36. For 2024/25 it is anticipated that a further 2,000 steel columns will be tested from a steel structural integrity perspective. On average and based on previous exercises, it is anticipated that up to 3% of those tested will show failure. Based on this it is anticipated that a future



programme budget beyond 2024/25 will be required of approximately £20,000.

37. There are a small number of the steel columns which have been historically repaired, these repairs render the columns unsuitable for structural testing at the points of the column which are prone to deteriorate. These assets are inspected visually.
38. There is also an LED street light replacement program being undertaken this year, 2024/25, due to a successful bid for funding through a YNYCA Net Zero Fund. City of York Council along with other projects was awarded £352k for street lighting replacements to allow energy saving LED streetlight installs. This will allow us to continue conversion of streetlights to LED of a further 1000 lights in turn achieving an energy saving of 50% on these assets annually.
39. In addition to the street lighting columns/structures are non-illuminated steel signposts, these have manufacturer's recommended serviceable life in years at date of manufacture. The team are capturing the number of assets in the public highway and assessing their condition on an annual program of structural testing alongside street lighting columns.

### **Drainage Improvements**

40. The highway drainage asset is critical to ensuring the controlled removal of water from the carriageway to allow customers to use it safely. The impact that failure of the drainage assets can have on our highway, including wider transport infrastructure and private property is significant.
41. The Highways Act 1980 empowers highway authorities to construct and maintain drainage systems to remove surface water from the highway. More recently, the Flood and Water Management Act 2010 gives local authorities a role for the management of local flood risk.
42. The biggest challenge in managing our highway drainage and local flood risk is in some cases the location and condition of highway drainage assets are far from understood which presents real challenges in making the case for significant investment. Highway drainage assets across York have therefore had targeted investment where problems are known to exist. This makes proactive drainage projects much more difficult and therefore the approach to maintaining highway drainage assets has in the past been largely reactive. This is costly and does not address the issue of needing to understand where to invest to halt the deterioration.
43. The Highways drainage teams have developed our understanding of the drainage asset by undertaking a series of targeted inventory surveys in areas at risk of local flooding. We are working to coordinate

maintenance activities across our teams and drainage assets whilst collecting on-the-go inventory and condition data for use in the future. This will improve the performance of this critical asset in the short term and begin to set the building blocks for future programmes of prioritised maintenance.

44. The Council is investing capital funding in the structural and hydraulic repairs and maintenance of our highway drainage system. Our teams are proactively prioritising the known drainage and highway flooding issues across the City, targeting the cause of the drainage issues rather than just the symptoms. The estimated backlog for these works is £10M. This proactive investment will have a positive impact on the highway infrastructure, especially carriageways which often suffers from accelerated deterioration because of failing drainage systems.
45. In 2023/24 more than twenty individual improvement schemes have been completed which have alleviated localised flooding issues as part of the specific Proactive Investigations & Repair Programme. This programme will continue into 2024/25.
46. We are improving our knowledge of drainage infrastructure across the City to develop proactive capital schemes. These schemes will demonstrate evidence-based decisions on drainage improvements, enabling us to bid for further capital funding.
47. The schemes identified for this year's programme have been highlighted in Annex 6

### **City Walls Investment**

48. York City Walls and associated ancient monuments are an important symbol of the city. The City Walls attract in excess of 1 million users annually and are enjoyed by residents and visitors without charge. Sympathetically caring for and protecting the integrity of this group of heritage assets for both users and the image of the city is essential.
49. The budget for 2024/25 will be allocated towards ongoing inspection and essential maintenance works across the asset.
50. In addition to the allocated funds for the programmes of works, the Bar Walls Manager and other CYC Officers are exploring how partnership working across the city (and further afield) could help to maximise the value of the group of heritage assets for the good of residents and visitors.

## Highways Structures

51. Since 2022 43 Structural Reviews have been completed to re-establish all information on CYC's structural asset management system to update assessed bridge capacities. General inspections on all CYC structures have also been completed.

In addition to this:

- Principal inspections have been undertaken on Piccadilly Bridge, Bondhill Ash Bridge, Crichton Avenue Bridge and Strensall Footbridge.
- Headroom surveys have been undertaken on twenty individual structures.
- East guided bearing replacement and east joint replacement has been completed at Millfield Railway Bridge.
- Two bridge joint replacements have been completed at Rawcliffe Ings Bridge.
- Bridge minor maintenance priority work has been identified through the CYC's general inspection regime. The team have developed scopes of works for vegetation clearances at 25 No. structures. The team have further developed scopes of works for footpath repairs and timber repairs at approximately 25 No. structures, with the timber works expected to be completed in March 2024.
- AMX database (Structures asset management system): the team have input all relevant council electronic files and 60% of the relevant available hard archives onto AMX.
- Bishopthorpe Bridge has been assessed as substandard for 40 tonnes of assessment live load. We've produced a strengthening feasibility report and investigated and priced options to resolve the structure. A TTRO is currently in place restricting vehicles to 18 tonnes and assessment is being carried out to check if the structure is capable of withstanding 40 tonnes of single-lane traffic.
- Springfield Close culvert reconstruction was successfully completed.
- A paint inspection carried out at Skeldergate Bridge to develop a specification for future painting works. Tender documents are currently being prepared for partial painting of the structure with a focus on the bridge elevations.
- Millennium Bridge movement monitoring has undertaken as per recommendations from the most recent principal inspection report.

- Westfield Beck Culvert – Inspection, assessment and assessment report completed.
- Assessment work for National Grid Yorkshire Green abnormal loads is ongoing.
- Tannery Cycleway adoption – meetings have taken place regarding the adoption of Tannery Cycleway from Barratt Homes. A commuted sum has been calculated and advice on required certificates sent over to Barratt Homes for agreement.
- Strensall New bridge Weight Restriction Order signing has been implemented.

52. A long-term forward plan has been developed. Proposed works for financial year 2024/25 include:

- Structural reviews – The aim is to complete the remaining structural reviews for every applicable structure owned by the Council.
- Bridge assessments – Structures to be risk ranked using the conclusions from the structural reviews. Assessment packages are to be set-up and minimum of 7 No. bridge assessments are to be undertaken.
- Inspection for assessments – Some structures have missing construction details and cannot be assessed without intrusive investigation. The team propose to undertake inspection for assessments to obtain structural details using intrusive methods.
- Principal Inspections of 3 No. structures as scheduled by AMX.
- General inspections – Carry out general inspections as scheduled by AMX.
- Emergency works – Attend sites and produce any required reports or designs.
- Continuation of Millennium Bridge movement monitoring to be as per recommendations from the principal inspection report.
- Skeldergate Bridge – Complete tender documents for bridge painting and general maintenance works at Skeldergate Bridge, if funding allows this will be sent out to tender.
- Bridge maintenance works – continue producing tender documents for works identified through the CYC's general inspection regime. Work to also include routine cleaning of drains at Scarborough Footbridge and replacement footbridge at Dauby Footbridge.

- AMX database – continue inputting bridge information into AMX and to use the database for scheduling inspections and maintenance.
- Lendal Bridge – tender documents in development for painting works, repair works, waterproofing and resurfacing at the structure. Major works repair works likely, further governance reports to be developed to approve likely commencement in early 2025.
- Bishopthorpe Bridge – Development of options at Bishopthorpe Bridge with aim to complete site works before the temporary traffic restriction order ends in April 2025.
- Site supervision of proposed works at Bishopthorpe Bridge and Skeldergate Bridge.
- Lendal Bridge – Preparation of tender documents for painting works, repair works, waterproofing and resurfacing.
- Review of AIPs – review designs and comment on AIPs as required for any ongoing schemes, namely, Castle Gateway, York Outer Ring Road, York Central and York Station Gateway.
- Diving/confined space inspections – 17 No. structures are to be inspected by diving and confined space techniques as scheduled by the AMX.

53. The 2024/25 capital budget for the Highways Structures programme is as follows:

<b>Scheme</b>	<b>Budget £1,000s</b>
Bridge Maintenance	775
Lendal Bridge	1,950
<b>Total</b>	<b>2,725</b>

## Consultation Analysis

54. The annual Highways maintenance programme utilises asset inspection, survey and condition data to initially assess how funding should be targeted. This is prioritised further in response to ongoing feedback from communities, businesses, elected members, partner organisations and utility providers amongst others. This is in adherence with national best practice in the development of a balanced and targeted highway asset management service.

55. In addition to ongoing consultation and feedback the Highways Asset maintenance teams develop schemes and programmes of works that are scrutinised in public via the Executive member for Economy and Transport Decision sessions and are appraised and assured through the work of the Transport Board.

## Options Analysis and Evidential Basis

56. The Well Managed Highway Infrastructure code of practice produced by the Chartered Institute of Highways & Transportation is recognised as best practice across the industry. Highways Authorities develop programmes in adherence to its recommendations, incentivisation funding has been allocated where best practice has been adopted.
57. The programme of works detailed in this report has been developed in accordance with the code of practice, as such the range of projects and interventions presented in the annexes are presented as the only option.

## Organisational Impact and Implications

58.

- ***Financial***

The report represents an accurate summary of the budgets available to the service for delivery of works in 2024-25.

Executive will approve final Highways and Transport budgets in June 2024, £720k has been held from provisional Highways Maintenance budgets, the breakdown of schemes in the annex reflect this.

- ***Human Resources (HR)***

There are no HR implications contained in this report

- ***Legal***

The Council has a statutory duty to carry out highway maintenance under Section 41 of the Highways Act 1980 and this report sets out the proposals and budgets to allow this to happen in the forthcoming financial year.

- ***Procurement***

There are no Procurement implications contained in this report

- ***Health and Wellbeing***

Prioritising and investing in the maintenance of highways is crucial for safeguarding and promoting public health. Having well maintained highways not only allows people to travel safely reducing risk of accidents, but also enables people to access key facilities like health services. Having well maintained highways also supports active travel. Acknowledging current funding pressures and the need to prioritise, Public Health support the programme of works proposed.

- ***Environment and Climate action***

The Highway maintenance programme plays an important role in achieving the climate change ambitions of the Council. The creation and upkeep of high-quality highways assets will be required to support the increase in active travel and public transport required from the Local Transport Strategy and Climate Change Strategy.

Operationally, the programme should seek to better understand the carbon impact of its activity and try to minimise this wherever possible. As our climate changes, adaptation should be considered within the design of highways assets to ensure resilience to extreme weather events, improving long-term safety and reducing overall costs.

- ***Affordability***

There are no affordability implications contained in this report.

- ***Equalities and Human Rights***

No EIA has been developed to support the proposed programme of works, as detailed in paragraph 55 and 56 of this report, the programme has been developed to adhere to national best practice using highway asset data gathered by trained operatives. As such no intentional or unintentional bias has been built into the programme.

Further assessment and mitigations will be developed for each stage of the individual works detailed in the annexes of this report which will be monitored and assessed by programme and

monitoring boards and working groups throughout the lifetime of the works programme.

- ***Data Protection and Privacy***

No DPIA has been developed to support the proposed programme of works, as detailed in paragraph 55 and 56 of this report, the programme has been developed to adhere to national best practice using highway asset data gathered by trained operatives. As such no data impacts have been built into the programme at this stage.

Further assessment and mitigations will be developed for each stage of the individual works detailed in the annexes of this report which will be monitored and assessed by programme and monitoring boards and working groups throughout the lifetime of the works programme.

- ***Communications***

There are no Communications implications contained in this report.

- ***Economy***

There are no Economy implications contained in this report.

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## **Risks and Mitigations**

59. This report details the proposed programme of works that will be delivered by the Highways team in 2024/25. As detailed in paragraph 55 and 56 of this report, the programme has been developed to adhere to national best practice using highway asset data gathered by trained operatives. As such a risk based approach is inherent in the methodologies and appraisal tools that have formulated the works programme.
60. Further risk assessment and mitigations will be developed for each stage of the individual works detailed in the annexes of this report which will be monitored and assessed by programme and health and safety monitoring boards and working groups throughout the lifetime of the works programme.



## Wards Impacted

61. The report and the programme that it details affect all wards.

## Contact details

For further information please contact the authors of this Decision Report.

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<b>Date:</b>	DD/MM/YYYY

## Annexes

- Annex 1 Highway and Drainage Budgets
- Annex 2 Patching Schemes
- Annex 3 Footway Schemes
- Annex 4 Street Lighting
- Annex 5 City Walls
- Annex 6 Drainage Schemes
- Annex 7 Reactive Maintenance
- Annex 8 Review of 2023/24 Programme

## ANNEX 1

### Highway and Drainage Budgets

The table below provides detail of the budgets approved at 24/25 Budget Council.

Highway & Drainage Budgets 2024/25	Budget
Highway Schemes	£ 7,905,000
Drainage Investigation & Renewal	£ 700,000
Special Bridge Maintenance	£ 775,000
York City Walls Restoration Programme	£ 400,000
Replacement of Unsound Lighting Columns	£ 578,000
Essential Bridge Maintenance (Lendal Bridge)	£ 1,950,000
Highways & Transport - Ward Committees	£ -
Castle Mills Lock	£ 600,000
Highways Drainage Works	£ 200,000
Street Lighting LED Conversion	£ 352,000

The Highway Schemes budget line (£7,905k) includes a number of smaller budget lines that are shown in the annexes of the report. The table below details the breakdown.

Highway Schemes	Budget	Detail
Large Patching	£ 1,311,170	Annex 2
Carriageway Repairs	£ 2,235,145	Annex 2
Network North	£ 360,000	Para 11 Main Report
Surface Dressing	£ 307,945	Annex 2
Footway Repairs	£ 869,652	Annex 3
Potholes & Reactive Maintenance	£ 1,621,088	Annex 7
Integrated Transport Schemes	£ 1,200,000	Main Report
<b>Total</b>	<b>£ 7,905,000</b>	

## ANNEX 2

### Patching Schemes

SCHEME NAME	SCHEME TYPE	BUDGET
Corban Lane Wiggington	Patching	44,108
Huntington Road	Patching	333,782
Sherriff Hutton Road Strensall	Patching	239,571
Wheldrake Lane	Patching	69,307
Main Street Wheldrake	Patching	108,417
Cycle Route New Lane Huntington to Kathryn Avenue	Patching	13,666
York Road Dunnington	Patching	130,840
Field Lane Heslington	Patching	293,650
Middlewood Close	Patching	77,829
<b>Subtotal Patching Schemes</b>		<b>1,311,170</b>

### Carriageway Renewal Schemes

SCHEME NAME	SCHEME TYPE	BUDGET
B1224 York Road	Renewal	405,073
Clifton Park Avenue	Renewal	30,210
Halifax Way Elvington	Renewal	310,387
Bishopthorpe Road	Renewal	155,325
Malton Road (Little Hopgrove Roundabout)	Renewal	306,484
Grimston Bar A64 Roundabout	Renewal	334,666
Elvington Lane	Renewal	356,671
Almsford Road Acomb	Renewal	86,329
25 / 26 Programme Carriageway Design Fees	Renewal	100,000
Asset Management System Running Costs	Renewal	150,000

<b>Subtotal Carriageway Renewal Schemes</b>	<b>2,235,145</b>
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### **Surface Dressing Schemes**

<b>SCHEME NAME</b>	<b>SCHEME TYPE</b>	<b>BUDGET</b>
Dauby Lane	Surface Dressing	132,088
Hazel Bush Lane Stockton on the Forest	Surface Dressing	39,565
Strensall Road / Ox Carr Lane	Surface Dressing	49,364
Common Lane Dunnington	Surface Dressing	86,928
<b>Subtotal Surface Dressing Schemes</b>		<b>307,945</b>

<b>Total Patching, Carriageway Renewal &amp; Surface Dressing Schemes</b>	<b>3,854,260</b>
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## ANNEX 3

### Footway Schemes

SCHEME NAME	SCHEME TYPE	BUDGET
St Benedict Road	Footway Repair	122,392
Lendal	Footway Repair	182,240
Holroyd / Giles Avenue	Footway Repair	95,328
Lamplugh Crescent	Footway Repair	158,908
Wiggington Road – Cycleway Scheme	Footway Repair	192,856
Wiggington Road – Footway Scheme	Footway Repair	40,731
Footway Slurry Sealing Schemes	Footway Repair	77,197
<b>Total Footway Repair Schemes</b>		<b>869,652</b>

## ANNEX 4

<b>STREET LIGHTING WORKS 24/25</b>	<b>SCHEME TYPE</b>	<b>BUDGET</b>
Programme 15 Structural Failures (multiple ward areas)	Lighting Repairs	479,000
York Road Strensall Lighting Improvements	Lighting Repairs	99,000
<b>TOTAL STREET LIGHTING WORKS</b>		<b>578,000</b>

<b>STREET LIGHTING LED CONVERSION</b>	<b>SCHEME TYPE</b>	<b>BUDGET</b>
Street Lighting LED Conversions (NetZero Grant Funding)	LED Conversion	352,000
<b>TOTAL LED CONVERSION WORKS</b>		<b>352,000</b>

## ANNEX 5

### City Walls

YORK CITY WALLS RESTORATION	SCHEME TYPE	BUDGET
City Walls Inspections and Basic Maintenance	City Wall Repairs	400,000
<b>TOTAL York City Walls</b>		<b>400,000</b>

## ANNEX 6

### Drainage Schemes

<b>DRAINAGE CAPITAL PROGRAMME 24/25</b>	<b>SCHEME TYPE</b>	<b>BUDGET</b>
Proactive Investigations & Repair Schemes	Drainage	257,143
Various Location Repairs	Drainage	257,143
Sinkhole Repair Schemes	Drainage	96,429
Wiggington Road	Drainage	64,286
Huntington Road	Drainage	83,571
Field Lane Heslington	Drainage	64,286
Grimston Bar	Drainage	77,143
<b>Total Drainage Capital Schemes</b>		<b>900,000</b>



## ANNEX 7

<b>REACTIVE MAINTENANCE PROGRAMME 24/25</b>	<b>SCHEME TYPE</b>	<b>BUDGET</b>
Pothole permanent repairs (various locations)	Maintenance	1,361,088
Targeted Repairs	Maintenance	200,000
Proactive Lining Programme	Maintenance	60,000
<b>Total Reactive Maintenance Programme</b>		<b>1,621,088</b>

## ANNEX 8

### Review of the City of York Council 2023/24 Capital Highways Programme

#### 23/24 Patching Schemes

23/24 HIGHWAYS CAPITAL SCHEMES	SCHEME TYPE	PROGRESS	COMMENT
Intake Lane Acaster Mal	Patching	Complete	
Allerton Drive	Patching	Complete	
Station Ave & Station Rd	Patching	Complete	
Stuart Road Junction / Danesfort Avenue	Patching	Complete	
The Village Haxby	Patching	Complete	
Holly Tree Lane	Patching	Complete	
Strensall - The Ship Inn	Patching	Complete	
Strensall - Northfields Junction	Patching	Complete	
York Road	Patching	Complete	
Dauby Lane	Patching	Complete	
A19 Deighton Farm	Patching	Complete	
Greengales lane West	Patching	Complete	
Main St Heslington	Patching	Complete	
Yardburgh Way	Patching	Complete	
Hazel Bush Lane	Patching	Complete	
Strensall Rd Past Barracks	Patching	Complete	
Howard Drive	Patching	Complete	
Mill Lane Wiggington	Patching	Complete	
Wains Grove	Patching	Complete	
North Lane Haxby	Patching	In Progress	
James St	Patching	In Progress	
Garden Place	Patching	In Progress	
Osbalwick Lane	Patching	In Progress	
Field lane Heslington	Patching	Deferred	Delivery 24/25

Sherrif Hutton Road Strensall	Patching	Deferred	Delivery 24/25
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## **23/24 Carriageway Renewal Schemes**

<b>23/24 HIGHWAYS CAPITAL SCHEMES</b>	<b>SCHEME TYPE</b>	<b>PROGRESS</b>	<b>COMMENT</b>
Hull Road near Walmgate / Lawrence St	Renewal	Complete	
Clifton Moor Gate	Renewal	Complete	
Low Ousegate	Renewal	Complete	
Water Lane	Renewal	Complete	
Queen Anne's Road	Renewal	Complete	
Ostman Road	Renewal	Complete	
Farndale Avenue	Renewal	Complete	
A19 Shipton Road	Renewal	Complete	
Shipton Street	Renewal	Complete	
Nursery To Red Lion	Renewal	Complete	
Red Lion to Sherbutt Lane	Renewal	Complete	
Elvington Lane	Renewal	Complete	
A1237 Roundabout Askam Bryan Lane	Renewal	Complete	
Moor Lane	Renewal	Complete	
Hopgrove Lane South	Renewal	Complete	
Stockton Lane	Renewal	Complete	
Main Street Elvington	Renewal	Complete	
Sutton Road	Renewal	Complete	
Kent Street Resurfacing Scheme	Renewal	Complete	
Corner Close Wiggington	Renewal	Complete	
Bishopthorpe Road	Renewal	Deferred	Delivery 24/25
Danesgate Path & Lane Adoption Works	Renewal	Deferred	Delivery 24/25

## 23/24 Surface Dressing Schemes

23/24 HIGHWAYS CAPITAL SCHEMES	SCHEME TYPE	PROGRESS	COMMENT
Askham Bryan Lane / Main Street	Surface Dressing	Complete	
Wetherby Road	Surface Dressing	Complete	
Askham lane	Surface Dressing	Complete	
Holtby Lane	Surface Dressing	Complete	

## 23/24 Footway Repair Schemes

23/24 HIGHWAYS CAPITAL SCHEMES	SCHEME TYPE	PROGRESS	COMMENT
Forestgate	Footway Repair	Complete	
Manor Park Road	Footway Repair	Complete	
Coda Avenue	Footway Repair	Complete	
Myrtle Avenue	Footway Repair	Complete	
Heslington Lane	Footway Repair	Complete	
Keble Park South	Footway Repair	Complete	
Fordlands Road	Footway Repair	Complete	
Fifth Avenue	Footway Repair	Complete	
Eastbourne Grove	Footway Repair	Complete	
Blake Street	Footway Repair	Complete	

## 23/24 Drainage Schemes

23/24 HIGHWAYS CAPITAL SCHEMES	SCHEME TYPE	PROGRESS	COMMENT
Lawrence Street	Drainage	Complete	
A59 Sherbutt Lane	Drainage	Complete	
A59 Red Lion	Drainage	Complete	
Elvington Lane York Road - Gully Repair Works	Drainage	Complete	
Gully Cover Replacement Works	Drainage	Complete	
Murton Village	Drainage	Complete	
Kent Street	Drainage	Complete	
Appleton Road, Bishopthorpe	Drainage	Complete	
School Lane, Askham Richard	Drainage	Complete	
Oakland Drive	Drainage	Complete	
Murton	Drainage	Complete	
Walton place	Drainage	Complete	
Thief Lane	Drainage	Complete	
Eva Avenue	Drainage	Complete	
Naburn Lane	Drainage	Complete	
Maple Avenue Bishopthorpe	Drainage	Complete	
Main Street Bishopthorpe	Drainage	Complete	
Mount Vale Drive	Drainage	Complete	
Chestnut Grove	Drainage	Complete	
69 Heslington lane	Drainage	Complete	
206 Huntington Road	Drainage	Complete	
Bishopthorpe Road	Drainage	Deferred	Delivery 24/25
Heworth Green	Drainage	Deferred	Delivery 24/25
York Road	Drainage	Deferred	Delivery 24/25
Hopgrove Lane	Drainage	Deferred	Delivery 24/25

